

Indonesia mandates ADS-B above FL290

David Mumford
21 February, 2018



Since the start of Jan 2018, all aircraft flying in Indonesian airspace at or above FL290 need to be equipped with ADS-B (Mode S Transponder and GNSS source position). Below that flight level, it remains optional.

Indonesian airspace is split into two FIR's - WIIF/Jakarta and WAAF/Ujung Pandang:



To the north, Singapore have required the carriage of ADS-B on certain airways since 2013; and to the south, Australia have mandated ADS-B for all airspace above FL290 since early 2017. So there's a vast section of connected airspace in the region where ADS-B is now required.

For **flight planning**, make sure you show the correct ADS-B designators in Item 10 of the FPL:

- **E** - Transponder — Mode S, including aircraft identification, pressure - altitude and ADS - B Out capability.
or...
- **L** - Transponder—Mode S, including aircraft identification,pressure-altitude,ADS-B Out and enhanced surveillance capability.
together with...
- **B1** ADS-B “out” capability using 1090MHz extended squitter.
or...
- **B2** ADS-B “out” and “in” capability using 1090MHz extended squitter.

Further reading:

- Read Indonesia's AIC on this ADS-B mandate in full **here**.
- Read our article: **Australia ADS-B requirements: 2017 onwards**
- Read our article: **Taiwan pushes ADS-B requirement to 2020**